

## **CITY OF STAMFORD - HARBOR MANAGEMENT COMMISSION**

### **HURRICANE PREPAREDNESS PLAN UTILIZING THE EMERGENCY ANCHORAGE AREA IN THE EAST BRANCH OF STAMFORD HARBOR**

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#### **PURPOSE**

To protect life and property by providing a safe haven in the protected waters of the East branch of Stamford Harbor, behind the hurricane barrier, for vessels seeking protection in the event of a hurricane.

#### **1. PLOTTING AND FORECASTING OF APPROACHING STORMS**

- The Harbormaster, in coordination with the Stamford Marine Police and the Emergency Management Director, should track the approach of each tropical storm or hurricane as soon as it is forecast and until it is no longer deemed a threat to the Stamford area
- Information from NOAA Weather and the National Hurricane Center should be monitored and tracked to provide the earliest possible forecast for when Emergency procedures will go into effect in Stamford harbor.
- Attention should be paid to forecast times of increasing wind and tidal strengths and possible tidal surges.
- Based on forecasts, develop an estimate of when the “Special Anchorage” in the East branch will be enacted, and share with marine police and other emergency personnel to determine when to start staging boats behind the hurricane barrier.
- Stay in contact with Army Corps. Of Engineers at hurricane barrier for projections on tidal surge and gate closing times.

#### **2. COMMUNICATIONS**

- Place at least one Stamford Harbor Commissioner at the Office of Emergency Management (war room) on the 6<sup>th</sup> floor of the Stamford Government Center.
- Coordinate with all commercial waterfront operators regarding any barge traffic they may have scheduled.
- Contact Coast Guard Station Eaton’s Neck to determine if they will station any large assets behind hurricane barrier
- Respond to vessel operator’s requests to move inside the barrier with an estimated time to enter the area.

#### **3. PROCEDURES DURING A STORM**

- Place at least one police vessel and Harbormaster boat inside the hurricane barrier to assist anchoring and rafting.
- Coast Guard Auxiliary and marine police vessels will position at entrance to the hurricane barrier to regulate the flow of in-bound traffic.
- Harbormaster will assign in-bound vessels to an anchorage area based on activity in the channel, and communicate to auxiliary and police vessels at the entrance in order to stagger entries into the East branch.
- Emergency vessels inside the barrier should make every attempt to ensure that anchoring vessels are anchoring in a way to utilize the space as efficiently as possible and using enough scope and anchors and ground tackle of adequate size.

### **3. PROCEDURES DURING A STORM (CONT.)**

- Emergency vessels should also attempt to get larger vessels anchored in the center of the channel with shallower-drafted smaller vessels rafted on either side.
- Do not permit rafting on face docks or T-heads that will extend the boats into the channel thereby hindering other boats attempting to enter the area.
- Maintain a channel along the East side of the Main channel (along marina's) for emergency personnel and vessels.
- At least one person must remain on board each rafted vessel during the storm to prevent any damage, and to adjust ground tackle and fenders.

### **4. PROCEDURES AFTER A STORM**

- When it has been determined that the winds have abated, record any damage that has occurred and determine if any vessels are in need of assistance.
- Notify any vessel owners of any damaged vessels.
- If anything is deemed a hazard to navigation, inform the CG so they may broadcast a notice to mariners and efforts can be made to clear the hazard.
- Be aware of any floating debris and attempt to clear or secure any debris that creates a hazard to Navigation
- Communicate to vessel owners the estimated time of the opening of the hurricane barrier and the plan for moving vessels out of the East branch, starting with the southernmost boats in the channel
- Utilize Coast Guard Auxiliary and Police vessels to remove all anchored vessels as quickly as possible, after any storm, once the hurricane barrier has re-opened.
- Assist the city by documenting any and all damages related to the storm in order to apply for state and federal financial support.

**NOTE: The Harbor Master may at any time direct any vessel to be moved to a new or different location whenever, in the judgment of the Harbor Master, such movement is necessary for the purpose of maintaining public safety and the most efficient use of the emergency anchorage area. Any person who resists or fails to obey an order of the Harbor Master concerning the stationing of any vessel shall be subject to appropriate fines and penalties as provided by the Connecticut General Statutes and Stamford Code of Ordinances.**

**EMERGENCY CONTACTS:**

HARBORMASTER  
(203) 667 3212

DEPUTY HARBORMASTER  
203 219 2673

STAMFORD MARINE POLICE  
(203) 977 4444

DIRECTOR OF PUBLIC SAFETY

U.S COAST GUARD AUXILLIARY  
203-323

U.S COAST GUARD  
800-774-8724

SEA TOW SOUTHERN CONN.  
(203) 395 7536

TOWBOAT US  
(516) 702 9791

**MARINA,YACHT CLUBS AND COMMERCIAL OPERATORS:**

STAMFORD YACHT CLUB  
(203) 348 2575

SCHOONER COVE MARINA  
(203) 249 3415

PONUS YACHT CLUB  
(203) 323 7157

HARBOR HOUSE MARINA  
(914) 967 5600

HALLOWEEN YACHT CLUB  
(203) 977 1618

AVALON MARINA  
(203) 363 0733

STAMFORD LANDING MARINA  
(203) -965 0065

RUBINO'S  
(203) 667 2303

HARBOR SQUARE MARINA  
(203) -219-4693

BUCHANAN  
(203) 466 0484 BUS HOURS  
(203) 415 9822

PALMER LANDING MARINA  
(203) 550 6011

CZESIK MARINA  
(203) 977 5008 DK HOUSE

CUMMINGS PARK MARINA  
(203)-977-5139

DOLPHIN COVE YACHT CLUB  
(203)-353-1757

SEAVIEW MARINA  
(203) 363 0733

O&G EAST BRANCH  
(203) 965-0413

O&G WEST BRANCH  
(203) 348 5510

## **Addendum 1: GUIDELINES FOR ANCHORING IN THE WEST BRANCH SPECIAL ANCHORAGE AREA**

### All vessels must have:

- \* A minimum of 2 anchors, **properly sized** for their vessel
- \* A minimum of 5 ft. of chain for connecting the anchor to the rode or anchor line
- \* An adequate amount of scope for their anchor lines, ideally (10:1) to ride out hurricane force winds.

### A.).Sizing your Anchor:

A good rule of thumb is that your anchor should be 1 pound. for every foot of length of your vessel. Check your manufacturers recommendation and err on the heavier side. No one usually gets in trouble from having too heavy an anchor.

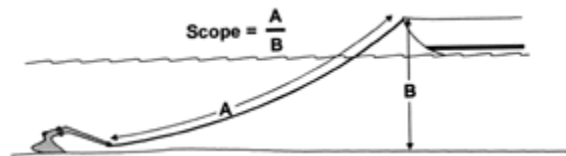
### B.) Sizing your anchor rode:

Choosing the appropriate size anchor line depends on the size and weight of your boat. Nylon is preferred due to its ability to stretch and. Below is a guideline for choosing the size anchor line for your boat.

Boat Length:	20ft.	25ft.	30ft.	40 ft.	60 ft.	70 ft.	80 ft.	and above
Rope Diameter:	3/8"	3/8"	1/2"	1/2"	5/8"	3/4"	3/4"	1"

### C.) Determining Scope

Scope is the ratio of the length of deployed anchor rode to the height of the bow chock above the seabed. The greater the scope the more horizontal the pull on the anchor, and the better it will hold. Pegging 10:1 as the maximum practical scope, the table shows the average relative holding power associated with shorter scope.



#### Scope Holding Power

10:1	100%
7:1	91%
6:1	85%
5:1	77%

To determine how much rode to let out to get a 10:1 scope, you measure the depth of the water, add the boat's freeboard at the bow, and multiply that sum by 10. But knowing the needed length won't help you a bit unless you can determine when you have let out that much rode, so the very first thing to do with your new anchor line is to mark it. You can do this with a marking pen, but short yarns or tapes inserted through the strands is more durable and can be identified in the dark by feel. Marking your line in 25 ft. increments is adequate.

**NOTE: Any vessels with improperly sized anchors, or inadequately sized anchor lines or tackle will not be permitted in the East Branch Special Anchorage area.**